



# AREA 3: Canon to Nimitz



Kellogg to Canon    Canon to Nimitz

Nimitz to Lytton

Lytton to Taylor



# AREA 3: NIMITZ TO CANON



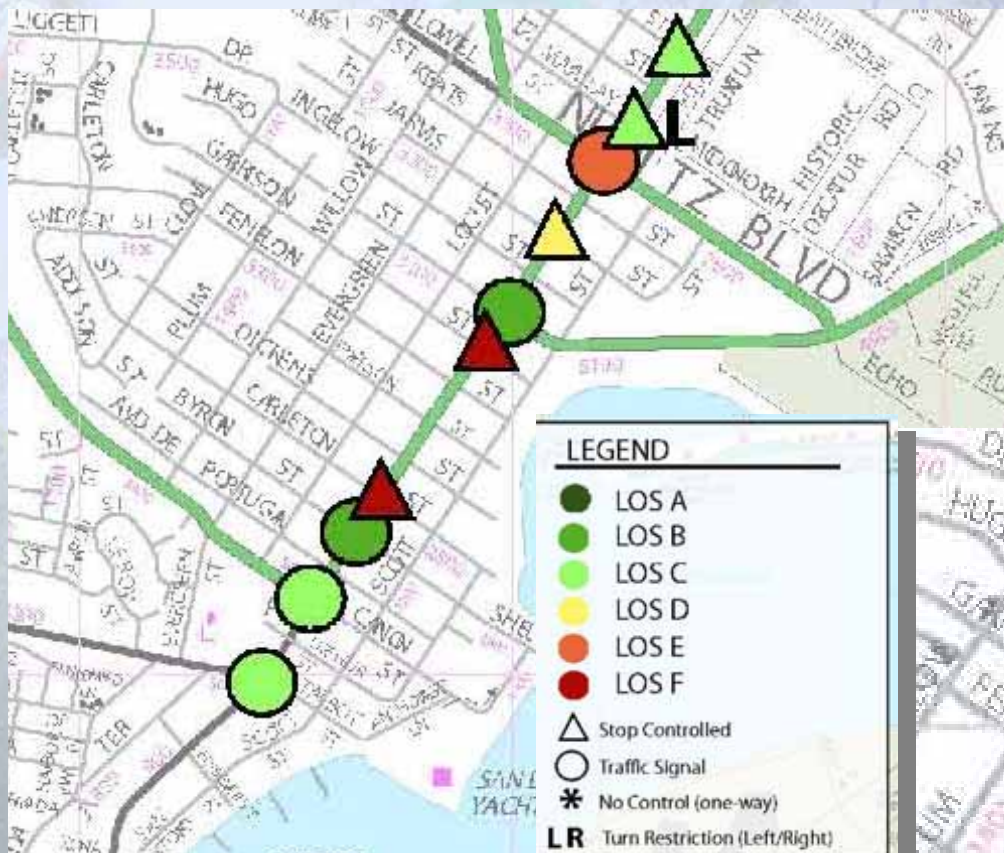
## ISSUES & CONCERNS

- Lack of bicycle lanes
- Side street access
- Lack of crossing areas/Jaywalking
- Signal at Emerson





# Existing Conditions





# Key Areas of Concern



- K Lack of Bicycle Continuity
- L Side Street Delay and Turn Pocket Capacity
- M Distance between Controlled Pedestrian Crossing Facilities
- N Aesthetics and Community Character
- O Number of/Location of Transit Stops & Transit Activity



# AREA 3: NIMITZ TO CANON



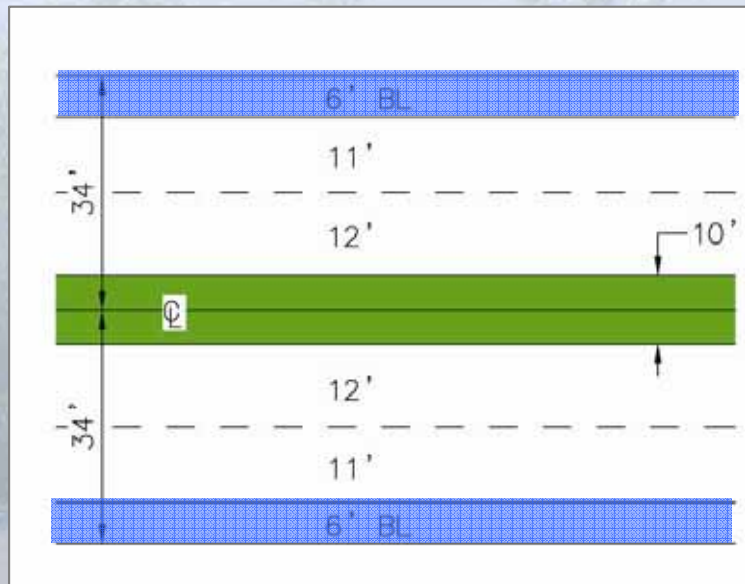
## PRELIMINARY RECOMMENDATIONS



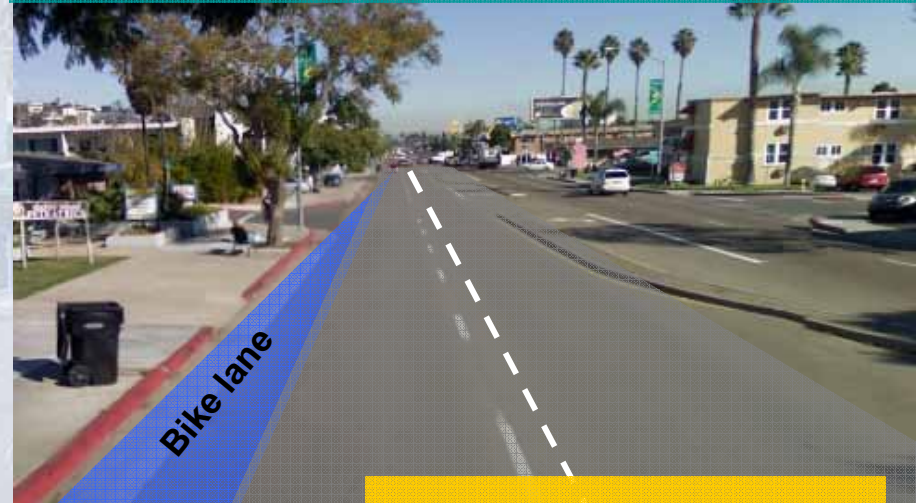
## Preliminary Recommended Improvement :

# Restripe Corridor to Include 6' Bicycle Lanes Northbound & Southbound

K



~~EXISTING~~

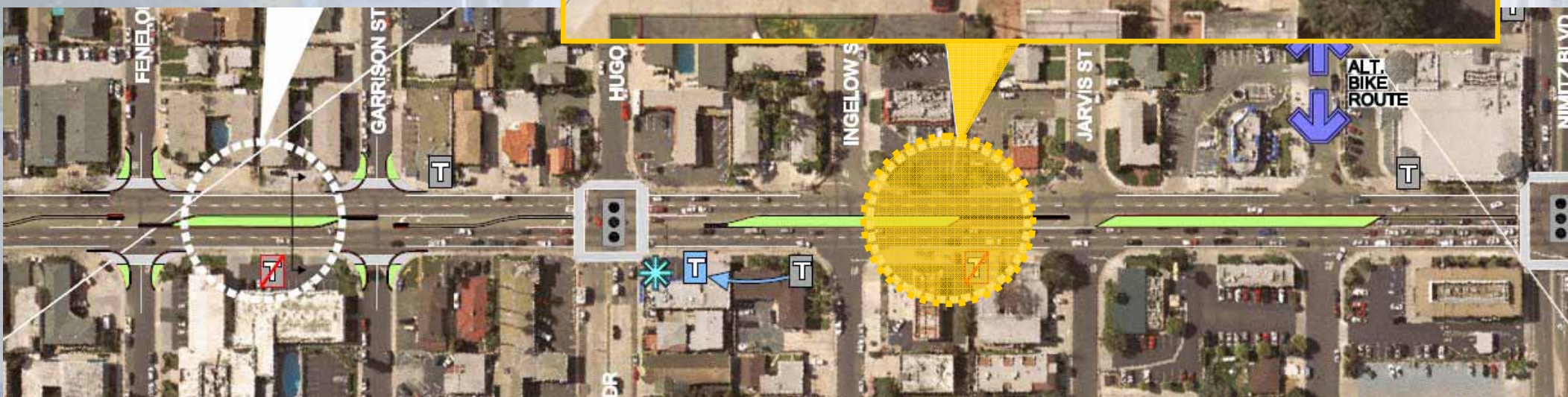


*Re-stripe roadway within the existing Right-of-Way to provide bicycle lanes*



## Preliminary Recommended Improvement :

Landscaped Medians Restrict Side Street Access, Reduce Delay & Improve Flow





## Preliminary Recommended Improvement :

## Install New Traffic Signal and Crosswalks at Emerson

M





# COUNCIL POLICY ON PEDESTRIANS

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"Pedestrian accidents account for only four percent of the total traffic accidents in the City of San Diego. Unfortunately, they also account for a disproportionate 34 percent of all citywide traffic deaths."

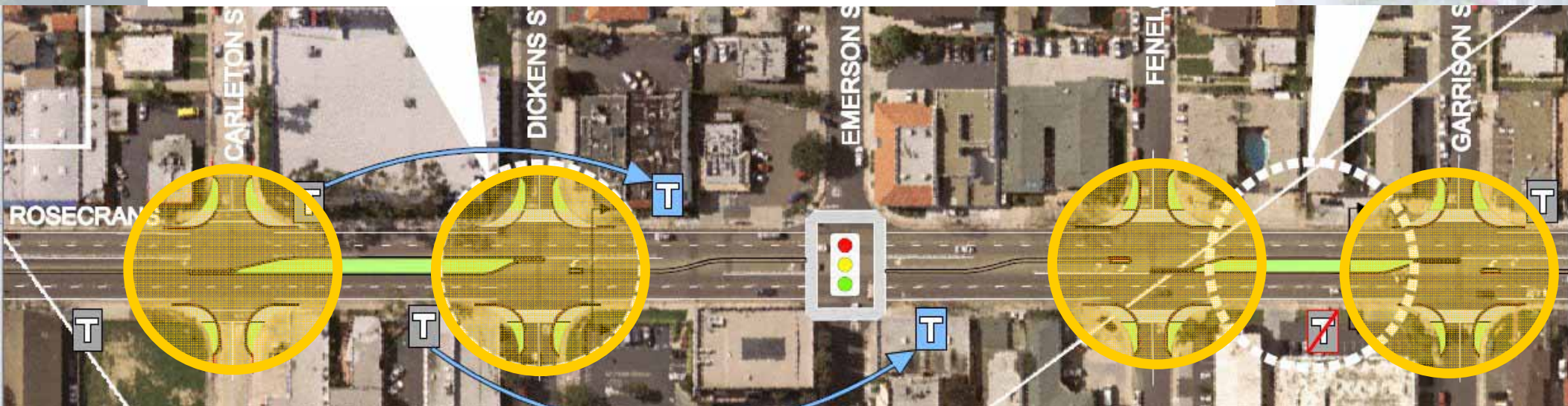
*City of San Diego Council Policy No. 200-07 (April 2009)*



Preliminary Recommended Improvement :

Install Curb Extensions on Side Streets to Reduce Pedestrian Crossing Distance & Provide for Landscaping Opportunities

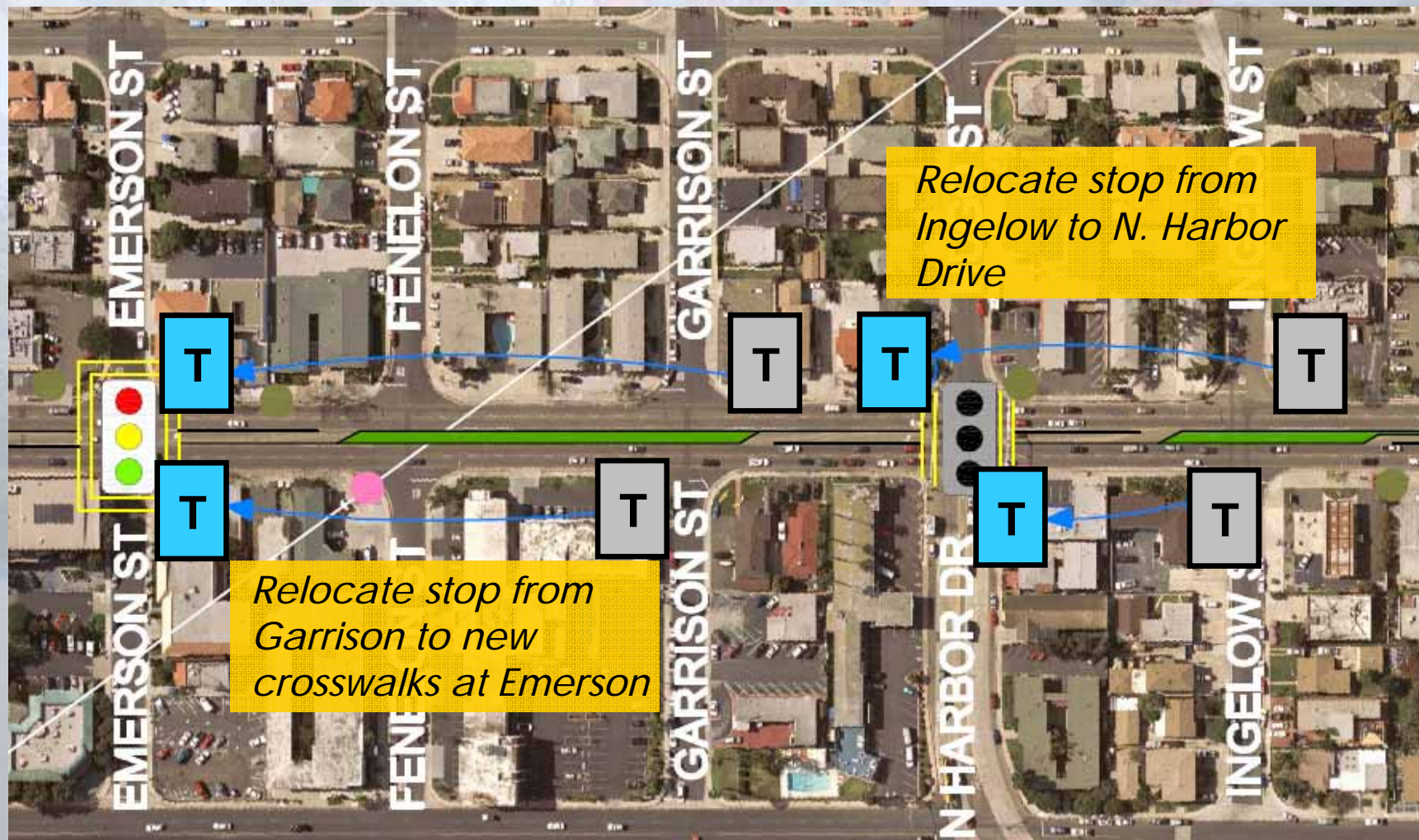
N





## Preliminary Recommended Improvement :

## Relocate Transit Stops to Signalized Intersections





# COUNCIL POLICY ON TRANSIT



"City staff coordinates with SANDAG/MTS to help provide safe and accessible transit stops. In recent years a number of key transfer points have been consolidated at off-street transit centers which have fewer pedestrian conflicts with through traffic, thereby improving safety. Where possible, bus stops are located on the far side of an intersection to provide better motorist visibility of passengers getting on and off the bus and crossing the street."

*City of San Diego Council Policy No. 200-07 (April 2009)*





Follow the arrows around the  
room to continue

